DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

Bay Area Branch
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Contract #: 04-0120F4
Cty: SF/ALA Rte: 80 PM: 13.2/13.9
File #: 99.28

WELDING INSPECTION REPORT

Resident Engineer: Siegenthaler, Peter
Address: 333 Burma Road
City: Oakland, CA 94607

Report No: WIR-017264
Date Inspected: 10-Oct-2010

Project Name: SAS Superstructure
Prime Contractor: American Bridge/Fluor Enterprises, a JV
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC)

OSM Arrival Time: 700
OSM Departure Time: 1900
Location: Shanghai, China

CWI Name: Li Yang and Zhu Zhong Hai

CWI Present:	☑ Yes	☐ No		**Inspected CWI report:**	☐ Yes	☐ No	☑ N/A	
Rod Oven in Use:	☑ Yes	☐ No	☐ N/A	**Electrode to specification:**	☑ Yes	☐ No	☐ N/A	
Weld Procedures Followed:	☑ Yes	☐ No	☐ N/A	**Qualified Welders:**	☑ Yes	☐ No	☐ N/A	
Verified Joint Fit-up:	☐ Yes	☑ No	☐ N/A	**Approved Drawings:**	☑ Yes	☐ No	☐ N/A	
Approved WPS:	☑ Yes	☐ No	☐ N/A					
Delayed / Cancelled:	☐ Yes	☑ No	☐ N/A					

Bridge No: 34-0006
Component: OBG Trial Assembly

Summary of Items Observed:

On this date Caltrans OSM Quality Assurance (QA) Inspector Mr. S. Manjunath Math was present during the time noted above for observations relative to the work being performed.

This QA Inspector randomly observed the following work in progress:

Orthotropic Box Girder (OBG) at Trial Assembly Areas

Anchorage Bearing Stiffeners at Machine Shop # 1(for Lift 14- East and West)

This QA Inspector performed Dimension Control Inspection to check and measure the Anchorage Bearing Stiffeners at machine shop # 1. The following dimensional inspection was performed.

The scribe line distances of anchor rod were measured.

The offset were measured from scribe line.

The vertical spacing between the bearing stiffeners at four locations were measured.

The vertical offset between bearing stiffeners at two locations were measured.

The QA Inspector verified the surface condition met the mill to bear condition at MTB1, MTB2 and MTB3

locations.

The Anchorage Bearing Stiffeners piece marks are identified below.

-Anchorage Bearing Stiffeners identified as SA3369C and top plate piece mark identified as X4747E.

-Anchorage Bearing Stiffeners identified as SA3453D and top plate piece mark identified as X5024D.

-Anchorage Bearing Stiffeners identified as SA3369D and top plate piece mark identified as X4747G.

-Anchorage Bearing Stiffeners identified as SA3453C and top plate piece mark identified as X5024C.

-Anchorage Bearing Stiffeners identified as SA3369A and top plate piece mark identified as X4747A.

-Anchorage Bearing Stiffeners identified as SA3453B and top plate piece mark identified as X5024B.

-Anchorage Bearing Stiffeners identified as SA3356F and top plate piece mark identified as X4744F.

-Anchorage Bearing Stiffeners identified as SA3453A and top plate piece mark identified as X5024A.

-Anchorage Bearing Stiffeners identified as SA3423H and top plate piece mark identified as X5030T.

-Anchorage Bearing Stiffeners identified as SA3369H and top plate piece mark identified as X4747N.

-Anchorage Bearing Stiffeners identified as SA3369G and top plate piece mark identified as X4747L.

The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the Lead Inspector and Engineer for review and disposition.

Segment 10BW (Green Tag DCP)

This QA Inspector performed Dimension Control Inspection along with ABF Inspector for the Segment 10BW from Panel Point (PP) 88 to PP 89 at the following locations:

The skin flatness was verified and measured across the longitudinal butt weld at Deck Panel (DP) to Corner Assembly (CA) at the Cross Beam (CB) side between Panel Points (PP) 88 to PP 89. The QA Inspector measured the skin flatness using 600mm Straight Edge.

The measurements were recorded in the Dimension Control Plan (DCP) on a separate form and submitted to the Lead Inspector and Engineer for review and disposition.

Segment 10CE

This QA Inspector observed the in-process welding by Shielded Metal Arc Welding (SMAW) process on a

Complete Joint Penetration (CJP) groove weld. The weld joint was designated as Seg064C-044. The welder identification was 040320 and observed welding in the 2G (Horizontal) position using approved Welding Procedure Specification WPS-345-SMAW-2G (2F)-Repair-1. The piece mark was identified as Longitudinal Diaphragm web weld connecting bottom panel at work point E3.

Unless otherwise noted, all work observed on this date appeared to generally comply with applicable contract documents.

Summary of Conversations:

No relevant conversations were reported on this date.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang 150000422372, who represents the Office of Structural Materials for your project.

Inspected By:	Math,Manjunath	Quality Assurance Inspector
Reviewed By:	Peterson,Art	QA Reviewer